The Hongkong Telegraph.

N°. 2537. WEDNESDAY, MAY 14, 1890. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

GEO. W. F. PLAYFAIR, Manager. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 4,600,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq.	S.C.MICHAELSEN, Esq.
W. H. FORBES, Esq.	Hon. A. P. McEWEN.
H. HOPPIUS, Esq.	L. POESNECKER, Esq.
Hon. J. J. KESWICK.	D. R. SASSOON, Esq.
A. McCONACHIE, Esq.	

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 13th May, 1890. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.
3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.
5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 13th May, 1890. [9

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO,
No, 2, Duddell Street,
(Between the New Oriental Bank, and Mr. Lammert's Auction Rooms),
Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890. [542

SIENTING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 7th March, 1890. [387

Intimations.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

(Established A.D. 1841).

THE HONGKONG DISPENSARY, HONGKONG.

WHOLESALE AND RETAIL DRUGGISTS.
ANALYTICAL,
FAMILY, DISPENSING, and GENERAL CHEMISTS.
PERFUMERS.
PATENT MEDICINE PROPRIETORS.
SEEDSMEN.
WINE and SPIRIT MERCHANTS.
CIGAR IMPORTERS, &c., &c.

Manufacturers of
AERATED WATERS
By Steam Machinery.

PHOTOGRAPHIC DRY PLATES.
Apparatus, Chemicals, and Materials of all kinds suitable for Amateurs and Professionals, at Moderate Prices.

We beg to state that we import Drugs, Chemicals, and Goods of every kind of the best description only—no other quality is kept in stock.

Our long experience and intimate acquaintance with the Trade, and the best sources of supply, enable us to purchase direct from the Producers on the very best terms, and thus ive us an advantage which enables us to offer our constituents the benefit of a considerable reduction in the price of all our Specialities as compared with similar articles sold elsewhere

☞ *We wish it to be clearly understood that our prices cannot be beaten by any other firm in the Colony; and we trust it will soon become generally known that, quality for quality, our charges all round compare favourably with local rates and in most instances with those ruling at home*

Experienced qualified English Assistants ONLY *are employed in the preparation and dispensing of Medicines.*

GOODS FOR COAST PORTS
Whenever practicable, are despatched by first steamer leaving after receipt of order. Most articles can now be sent by the local Parcel Post. All retail orders of the value of five dollars and upwards are sent freight or postage paid.
Orders through Local Post or by Telegram receive prompt attention.

A. S. WATSON & Co., LD.
THE HONGKONG DISPENSARY.
HONGKONG.

BRANCH ESTABLISHMENTS.

A. S. WATSON & Co., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI, 24, Nankin Road.

BOTICA INGLEZA, MANILA, Escolta, 14.

THE CANTON DISPENSARY, CANTON, Canal Road.

THE DISPENSARY, FOOCHOW.

THE DISPENSARY, HANKOW.

THE DISPENSARY, TIENTSIN.

LONDON OFFICE,
166, Fenchurch Street, E.C.
Hongkong, 16th April, 1890. [624

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the First Ordinary General MEETING of SHAREHOLDERS in the above Company, will be held at the Hongkong Hotel, on SATURDAY, the 24th instant, at NOON, for the purpose of presenting the Report of the Directors together with a Statement of Account to the 30th April, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, the 12th to Saturday, the 24th instant, both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON, Acting Secretary.
Hongkong, 8th May, 1890. [734

EAST BORNEO PLANTING COMPANY, LIMITED.

AN EXTRAORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Agents Messrs. GIBB, LIVINGSTON & Co., on TUESDAY, the 20th May, 1890, at NOON, when the resolutions which were passed at the Extraordinary General Meeting of the Company held on the 3rd instant will be put to the Meeting for confirmation as special resolutions.

GIBB, LIVINGSTON & Co., Agents.
Hongkong, 5th May, 1890. [715

PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE is hereby given that the Peak Hotel and Trading Company, Limited, will not on or after the 1st day of May, 1890, be answerable for or pay any DEBTS or ACCOUNTS unless the orders for the supplies be signed by the Secretary to the Company for the time being.

By Order of the Board of Directors,
J. WHEELEY, Secretary.
Hongkong, 21st April, 1890. [651

NOTICE.

ANY Debts Contracted by any Member of Crew of Ship "JOSEPH H. SCAMMELL," Captain BOLT or ship will not be RESPONSIBLE.

THOS. BOLT, Master.
Hongkong, 9th May, 1890. [742

W. S. MARTEN,
ARTISTIC DECORATOR,
2, DUDDELL STREET,
HONGKONG.
Hongkong, 9th April, 1890. [574

Intimations.

W. BREWER.

INDIA RUBBER STAMPS.

W. BREWER can now execute at one day's notice INDIA RUBBER STAMPS of every description and at very reasonable rates.

VISITING CARD PLATES.
These can now be executed in good style at two day's notice.

CRESTS, MONOGRAMS and DIES of any kind executed in good style, and stamping at reasonable rates.

RUBBER STAMPS in Chinese Characters.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 8th May, 1890. [156

ROBERT LANG & CO.,
TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW GOODS.

Ulsters & Inverness CAPES.	Ladies' HABITS.	BOOTS and SHOES.
Chesterfield & Covert COATS.	" JACKETS.	Gent's DRESS SHIRTS.
Cheviot & Saxony SUITINGS.	" ULSTERS.	" UNDERCLOTHING.
STYLISH TROUSERINGS.	New FELT HATS (latest styles)	Travelling RUGS & MAUDS
RACING COLORS.	DRAB SHELL HATS.	GLADSTONE BAGS.
RIDING BREECHES.	Single & Double TERAI HATS	PORTMANTEAUS, &c., &c.

Hongkong, 3rd February 1890 [139

CALDBECK, MACGREGOR & Co.,

ESTD. 1864.

WINE AND SPIRIT MERCHANTS,
Hongkong and Shanghai.
Hongkong—18, Queen's Road.

FURNISHING DEPARTMENT.
SPECIAL NOTICE.

LANE, CRAWFORD & Co. have just received their first deliveries of Lace and Coloured Curtains & "Art" Muslins for Summer use, which they are offering at extraordinarily low prices.
Nottingham Lace Curtains one, Thousand pairs to select from. From $2 per pair.
A splendid selection of "Art" Muslins from 25 cents per yard.—Art Muslin Curtains, Electric Cross Striped Curtains, Fringed Curtains, Frilled Curtains, The "Portland" Curtain, colored, The "Kensington" Curtain.
Send for Illustrated Catalogue. One hundred different patterns in stock. An inspection is respectfully invited. All last year's patterns greatly reduced.
Also an entirely New Stock of Drapery and Household Linens, Tiffin and Tea Cloths, Antimacassars, d'oyleys, Sideboard Cloths, &c., &c., &c.
A new shipment of Brass and Iron Bedsteads and Spring Mattresses in every size.
Every description of Household Furniture, Estimates and designs free.

LANE, CRAWFORD & Co.
Complete House Furnishers.
Hongkong, 26th April, 1890. [23

W. POWELL & CO.

EX S.S. "ROSETTA."

GENTS PITH, STRAW & FELT HATS. NEW SCARFS & TIES.

SUMMER HOSIERY,
&c., &c., &c.

W. POWELL & CO.

Victoria Exchange,
Hongkong, 13th May, 1890 [6

KELLY & WALSH, LD.
POPULAR BOOKS BY POPULAR WRITERS.

A TRAMP ABROAD by Mark Twain.
Innocents Abroad "
Hucklebury Finn "
The Prince and the Pauper "
Tom Sawyer. "
Mark Twain's Choice Works.
Roughing it "
Life on the Mississippi "
The Gilded Age "
Artemus Works Complete Works.
The Decameron of Boccaccio.
The Works of Rabelais—illustrated by Doré.
Cruickshank's Comic Almanack.
Taine's English Literature.
Bret Harte's Complete Works.
Familiar Allusions, a handbook of miscellaneous information.
Theodore Hook's Choice Works.
Chas. Lamb's Essays and Writings.
Maclise's Portrait gallery of illustrious Literary Characters,
Dean Swift's Selected Works.
Wright's Caricature History of the Georges.
Sheridan's Complete Works.
Works of Edgar Allen Poe.
Tom Hood's Choice Works.
Short Sayings of Great Men.
Elizabeth Barrett Browning's Works.
The Works of Emerson.
The Spectator, edited by Henry Morley.
Lempriére's Classical Dictionary.
Broad Grins and other Humorous Works by Geo. Colman, Jr.
Brewer's Reader's Handbook of Allusions, Plots and Stories.
Schiller's Poems and Plays.
Dr. Syntax's Three Tours.
The Greville Memoirs, 8 vols. complete.
Macaulay's History of England, Essays and Writings and Speeches.
Goethe's Faust, translated.
Manzoni's The Betrothed Lovers.
Bartlett's Familiar Quotations.
Brewer's Dictionary of Phrase and Fable.
Every Man's Own Lawyer.
Ben Hur, a tale of the Christ.
Smiles' Complete Works.
Herbert Spencer's Complete Works.
Haydn's Dictionary of Dates.
Hill's Manual of Social and Business Forms.
Household History of the United States and its people.

MARINE HOTEL
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that he will OPEN THE MARINE HOTEL, on or about the 1st May.
THIS FIRST-CLASS HOTEL is situated on the Praya, West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.
The TABLE D'HOTE will be supplied with the best the market can provide.
The BAR and BILLIARD ROOMS are on the Ground Floor, and will be fitted up in superior style. ENGLISH and AMERICAN TABLES.
WINE and LIQUORS of the best qualities and Brands only will be supplied.
The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.
Hongkong, 21st March, 1890. [463

Geo. Fenwick & Co.,
LIMITED,
VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.
Hongkong, 20th January, 1890. [195

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequaled in Japan.
Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co.,
16 Bund, Yokohama,
next door to
Farsari's Photographic Studio. [327

Intimations

CONTRACTS FOR THE FRENCH SQUADRON.

TENDERS are required for the SUPPLY—
1°.—Of VICTUALS and SUNDRY PROVISIONS to the FRENCH MEN-OF-WAR in this Harbour and at Canton during the TWO YEARS, to begin on the First of June next.
2°.—Of COALS to the FRENCH MEN-OF-WAR in this Harbour during ONE YEAR, to begin on the 15th inst.
Specifications, Bills of quantities, and Forms of Tenders can be seen on application to the French Consulate, 10, Wyndham Street, between the hours of 10 A.M. to 12, and from 2 to 4 P.M. daily.
SEPARATE TENDERS FOR:
1°.—*Victuals and Sundry Provisions;*
2°.—*Coals;*
To be sent under sealed covers on or before THURSDAY, the 15th inst., at 9 A.M., to the French Consulate.

The Consul for France,
G. GUEYRAUD.
Hongkong, 12th May, 1890. [75

HONGKONG RIFLE ASSOCIATION.

KWOON KWAN YFEN CHALLENGE CUPS.

THE Second Stage of the 9th Competition will take place on SATURDAY next, the 17th May, at 3 p.m. To commence at the 700 yards range. Entrance Fee 10 cents.
A Launch will leave the P. & O. Wharf at 2.45 P.M., to take over Competitors.

C. VIVIAN LADDS, Hon. Secretary.
Hongkong, 12th May, 1890 [85

NOTICE.

THE DENTAL PRACTICE, heretofore carried on in Hongkong under the style of Drs. WINN and KIMBALL, has this day been transferred to Drs. PERKINS and IVY of Shanghai.
Dr. KIMBALL has the utmost confidence in recommending his successors.
1st May, 1890 [731

DRS. PERKINS & IVY,
DENTAL SURGEONS,
(Successors to Drs. Winn & Kimball),
No. 16, Bank Buildings, Hongkong.

OFFICE HOURS from 9 to 1 and 2 to 5.
Shanghai Office No. 1, Kiukiang Road.
Hongkong, 8th May, 1890 [732

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that A SPECIAL or EXTRAORDINAY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the CITY HALL, Hongkong, on SATURDAY, the 31st day of May next, at noon, for the purpose of considering, and, if approved, of passing the following Resolutions:—

1—That the Capital of the Hongkong and Shanghai Banking Corporation be increased from $7,500,000 to $10,000,000 by the creation of 20,000 New Shares of $125, to be issued at the price of £42 10s. Eastern Shareholders to pay for their allotments at the current rate of the day for Demand Bills on London.
2—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to the Shareholders in the proportion of one New Share for every three Shares of which on the 31st May, 1890, they shall respectively be the Registered Holders, and that any New Shares not accepted by the Shareholders within the time limited by the Directors for that purpose, be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interest of the Company.
3—That payment of the sum of £42 10s. per share for each of the said New Shares be made as follows, viz:—
£10 12s. 6d. on the 30th day of June, 1890
£10 12s. 6d. " 30th " Sept., "
£10 12s. 6d. " 31st " Dec., "
£10 12s. 6d. " 31st " March, 1891
4—That the Directors issue to Shareholders holding shares not a multiple of Three a Fractional certificate in respect of each share in excess of or below such multiple, and allot one new share to every person who shall produce three such Fractional Certificates on or before the 30th June, 1890, and pay the first instalment in respect thereof.
5—That after payment of the first instalment and pending payment of the future instalments. Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares, entitling the Holders on payment of the remaining instalments, and subject to such other terms as to approval, date for lodging Scrip Certificates, and otherwise as the Directors may prescribe, to be registered as the Holders of the Shares represented by such Scrip Certificates respectively.
6—That interest at the rate of 5 per cent. per annum (free of income tax) be allowed out of the profits of the Company on all instalments paid in advance of the dates when the same become due and that from the 30th June, 1890, Holders of Scrip Certificates be entitled to participate in future dividends, in proportion to the amount of instalments paid up, on an equality with the other Shareholders of the Company.
7—That interest at the rate of 8 per cent. per annum be charged on every instalment which shall not be punctually paid, and be paid with such instalments.
8—That all moneys received from premiums on the said New Shares be added to the Reserve Funds.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
WADE GARDNER, Acting Chief Manager.
Hongkong, 2nd April, 1890. [570

Notices of Firms.

HONGKONG AND SHANGHAI BANKING CORPORATION.

MR. THOMAS JACKSON having arrived from London has this day resumed the Chief Management of the Bank.
By Order of the Court of Directors,
WADE GARDNER, Acting Chief Manager.
Hongkong 13th May, 1890. [754

NOTICE.

NOTICE is hereby given that the Interest and Responsibility of Mr. SHAIKALLY FAZULALLY in the business for some time past carried on by him in Copartnership with other persons under the style of SHAIKALLY FAZULALLY & Co., at 6 & 8, Peel Street, ceased on the 1st April, 1890, and in future the business will be carried on by the continuing Partners under the style of HOOSENALLY, FAZULALLY & Co.
HOOSENALLY, FAZULALLY & Co.
Dated this 10th day of May, 1890. [745

THE TRUST AND LOAN COMPANY OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

MR. DE WESTLEY LAYTON has been appointed SECRETARY of the Company's Branch Office in Hongkong.
By Order of the Board of Directors,
WM. H. FORBES, Chairman of Hongkong Committee.
Hongkong, 3rd May, 1890. [711

Insurances.

EXAMPLES OF THE COST OF ASSURANCE TO A MAN AGED 30 NEXT BIRTHDAY.

£1,000 STG. payable at death, would cost at the rate of:—

£6 18 0 per quarter (*a*) If premiums are payable for whole of life
or £9 11 6 " (*b*) If premiums are limited to 20 years;*
or £11 4 6 " (*c*) If premiums are limited to 15 years;*
or £13 0 0 " (*d*) If the Sum Assured is made payable at age 50, or at death if previous.*

* AFTER being three years in force, each year's payment of premium secures a proportionate part of Sum Assured as explained in Prospectus. For instance: after five years a man Assured under plan *b* would be entitled to a *Free* Paid-up Policy for 5/20ths of Sum Assured, viz., £250, should he wish to discontinue future payments.
The same provisons if commenced at age 40 n. b would cost respectively (*a*) £8.150, (*b*) £11.50, (*c*) £13.24, (*d*) £27.0.8 per quarter.
Note.—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

ADAMSON, BELL & Co., Agents,
810—4] STANDARD LIFE OFFICE.

ATLAS ASSURANCE COMPANY OF LONDON.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

EDUARD SCHELLHASS & Co., Agents.
Hongkong, 12th April, 1890. [599

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.
Hongkong, 1st July, 1889. [56

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [57

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co.
Hongkong, 5th November, 1889. [25

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33.
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq.	LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.	

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1889. [1091

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [887

Intimations.

DAKIN BROS. OF CHINA, LIMITED,

CHEMISTS.

AERATED WATER MANUFACTURERS, WINE & SPIRIT IMPORTERS.

Selections from our Wine and Spirit List :—

SCOTCH WHISKY,

The finest quality obtainable, guaranteed 7 years old.

Per bottle $1, dozen $10.

COGNAC,

Extra—A pure genuine grape spirit matured in wood.

Per bottle $1.50, dozen $16.

SHERRY,

Amontillado, a natural wine, old bottled, dry, delicate flavour.

Per bottle $1.10, dozen $12.

PORT,

Purple capsule. Tawny with age, fine bouquet.

Per bottle $1.25, dozen $14.

CLARET. ST. JULIEN,

An excellent Dinner Wine.

Per bottle $0.75, dozen $8.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

Hongkong, 12th May, 1890. [52

BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

☞ We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock :—

PURE AERATED WATERS
SODA WATER.
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila. [5

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 14, 1890.

THE PUNJOM MYSTERY.

IT would be mere playing with the truth to in any way attempt to blink the fact that a very strong and wide-spread feeling against the Directors of the Punjom and Sunghie Dua Samantan Mining Company, Limited, exists amongst the general body of shareholders in this colony, and has existed for some time past. How far this feeling, or prejudice, may be justified is, of course, quite another question; but we are bound to say, and we do say it without the least hesitation, that *prima facie* the shareholders appear to have a good case. The past history of the Punjom Company, almost from its inception up to the present moment, suggests nothing but a gigantic and barefaced swindle, and in proof of this we have only to direct reference to the Hongkong share market reports for the past five years; but that does not necessarily implicate the existing, or any Board of Directors. Still there can be no denying that the members of the present Board have incurred serious responsibilities, which, in view of the extraordinary results of the past few months, may not so easily be set aside. At all events the time has surely come when these gentlemen, as trustees and guardians of the rights and interests of shareholders, are bound to come forward and give an account of their stewardship, fully explaining proceedings which, in addition to causing almost universal ruin amongst confiding shareholders, have become a grave public scandal.

It is not necessary to travel back a couple of years to those reckless plunging days when a certain Singapore leviathan speculator came on a special mission to shear the Hongkong noodles and went back shorn after assisting to "boom" Punjoms up to $85 per share; we have already exposed the utter rottenness of that sensational business, and no useful end would be served by any further allusions at present—so let us confine ourselves to what has taken place, or is said to have taken place during the last six months. At the latest meeting of shareholders, held on the 30th December, 1889, a Directors' report was presented which, from almost every point of view, was of an exceedingly favorable and promising description. The mining news from Punjom and Sunghie Dua was most encouraging, and the Directors made a special point of congratulating the shareholders that Mr. BECHER, the Company's manager, had been successful in arranging for the disposal to a London syndicate of a portion of the Punjom property on excellent terms. At this time the shares were quoted in the market at about $20, having, after the collapse of the Singapore bubble, fluctuated for months between that figure and $40. What transpired at the meeting named above is too well known to need repetition; although the alleged certainty that a contract had actually been entered into appeared not quite so certain when the true position of affairs was thoroughly sifted, there was still sufficient grounds for believing that Mr. BECHER'S mission to London had proved successful, whilst the prospects at the mines were described in most sanguine fashion. Since that meeting it is understood that a new company has actually been formed in London to take over the Punjom selection and that the whole of the shares have been taken up; it has also been reported, on the authority of members of the Board, that paying ores have been discovered and worked which promise most gratifying results. And yet in the face of all these brilliant prospects the market value of the shares has slowly but surely dwindled down from $20 to as low as $8¼.

Is there any wonder that confiding shareholders express astonishment and ask what it all means? We think not. And we are bound to admit that, as it has been currently reported without contradiction, and is generally believed, that the industrious "bears" are members of the Board, there would seem to be reasonable grounds for the contention that the Directors of the Punjom Company, or some of them, are not exactly in the position of the traditional CÆSAR'S wife—above suspicion. To our way of thinking it was incumbent on the Board to have called a special meeting of shareholders weeks ago so that the exact position of affairs could be thoroughly explained, and we really cannot understand, considering the important interests involved, why this was not done. To say that any information required could be obtained on application to the Secretary is bald-headed nonsense, the probability being that he knows just as much of this greatly be-lauded London fizzle as any ordinary shareholder—and no more. The surprising collapse in the value of Punjoms since the New Year has materially assisted to cause what might almost be described as a financial crisis in the colony, and therefore, as full confidence had been reposed in their ability and good faith, it was the Directors' bounden duty to at once explain away one of the biggest mysteries the local Stock Exchange has yet known. When the Directors of a public company fail to properly carry out their duties and obligations, it is time for the shareholders to join hands for the protection of their individual and united interests. Whether, as regards these Punjom scandals, the time is ripe for independent action by the shareholders is, however, a matter entirely for their own consideration. It is perhaps doubtful whether the game is worth the candle, as a few weeks more of inspired "bearing" will see the shares quoted at *nil*—and then, what then? That the Directors, each and all of them, are legally responsible for losses, *etc.*, caused by their wilful neglect or default, and it would be rash to allege that, assuming this neglect or default were proved, a salutary example might not be made. But—who will bell the cat?

LOCAL AND GENERAL.

THERE will be a game of Polo on the Race-course to-morrow, the 15th inst., at 5.30 p.m.

THE Ocean Steamship Co.'s steamer *Achilles*, Capt. Anderson, from Liverpool, left Singapore for Hongkong this morning, and is due on the 20th inst.

"LEADING Chinese politicians" says an American contemporary, "advocate the opening of Thibet to British trade and the conclusion of a defensive treaty with Great Britain. These measures, they urge, will act as a check upon Russia." One of the "leading politicians" was the late Marquis Tseng, whose wise counsels will doubtless be missed by LI HUNG-CHANG as much as by any of the Emperor's advisers.

FRIEND Griffith at the camera—"Now, Ma'am, your face quite sober, if you please, but all the rest of you bright and cheerful."

BY next month there will be twenty-three electrically propelled boats on the Thames. Many house boats there are being lighted by electricity.

THE human body is supposed to consist of 60 per cent. water and 40 per cent. solid. Many bodies in Hongkong, however, consist of 40 per cent. water and 60 per cent. whiskey. No solids at all.

WE are informed by the agents (Messrs. Butterfield & Swire) that the China Navigation Co.'s new steamer *Nanchang*, from Glasgow, left Singapore for this port yesterday, and is due on the 20th inst.

TEN cargo-boat skippers were fined two dollars each at the Harbour Master's this morning by Commander Rumsey, for anchoring in the southern fairway. The Harbour Department is evidently extending itself.

THE report of the grand jury of New York city characterizes the sheriff's office as a disgrace to the city and a shame to civilization; and so is the administration of the Hongkong Post Office apparently, where Portuguese clerks are entrusted with the control of public funds *ad. lib.*

A REPORT from London says that "Sir Charles Dilke's day of social vindication is very near at hand, when he will take immediate rank with Gladstone and above all other English statesmen. It is probable that within three months twenty leading English Liberals will have requested Dilke to re-enter public life.

ACCORDING to the San Francisco *Bulletin*, England apparently needs a reform in her libel laws. Peculation by high officials has been going on in the Commissary Department of the Admiralty, but exposure is unlikely because the Government would rather cover the matter up. The press, too, is gagged by fear of libel suits.

AN apprentice thief, who has a fair record, was "up" before Mr. Wodehouse at the Police Court this morning on account of some twenty dollars worth of clothing of which he eased a fellow-passenger on board the *Hankow* a day or two ago. His Worship sentenced the scamp to three months imprisonment, with the usual hard labour thrown in to keep his muscles in good order.

JOURNALISTIC criticism is a dangerous calling in Hungary. An article which appeared recently in a journal at Klausenburg gave so much offence that it led to no fewer than thirteen duels. The editor of the paper fought four duels, in one of which he killed his opponent, the author of the obnoxious article passed safely through three encounters, and the sub-editor took the lion's share with six combats.

SOCIETY Jealousies in Texas—"You needn't put on no airs 'yer yaller-faced piece. We keeps a cow, and has got a pew in de Blue Light Tabernacle, besides," were the words of Miss Matilda Snowball, who is as black as night, to a saddle-colored friend. "I don't keer if we hab'n't got no cow. We keeps a goat, and my mudder is gwine to hab a carbuncle on de back ob her neck," was the crushing reply.

WHEN T n-Kau was grabbed by a constable in Pok-fu-lum Road yesterday he was in the act of indecently bathing and defiling a public stream used for domestic purposes. At the Police Court this morning he told Mr. Wodehouse that he was quite a "new chum" in the colony and was T—totally ignorant of the law. Ignorance of the law not being a valid excuse—in the eyes of the law—poor Tan finds himself in durance vile for 16 days as a warning to others who feel inclined to bathe in public streams.

THE *Shih Pao* says that on April 21st a traveller found a woman lying on the ground, not far from one of the principal gates of Peking, in great pain. Thinking that she might be stricken down with fatigue or some form of sudden sickness, he approached her, when to his great surprise he heard the cries of a new-born babe. He at once engaged a cart and took the mother and her infant to a neighbouring house, where they stayed till the arrival of her relatives. It is believed that a child born under such circumstances will become a great man of the Empire. It is always advisable, sagely remarks our contemporary, for the gentle sex to keep indoors when they are not in a presentable condition.

THE corridor of the Hongkong Hotel is no longer available for the noble army of nondescript brokers who have found a convenient and comfortable habitat there for months past. The seats have been removed and the place transformed into a very pleasant conservatory, greatly to the delight of visitors to the Hotel and the general public. Henceforth the fraternity will have to establish their offices (and themselves) in the street, so that what will be the Hongkong Hotel's loss will be a gain to Queen's Road, if, the police and the community will only be persuaded to regard it in that light. Everybody must, of course, earn a living in some way or other, but we are bound to say that a collapse of this wholesale brokering mania could only be regarded in the light of a public boon.

SAYS Dr. G. M. Gould in the *Forum*:—The decline of the entire English death rate summarizes the whole matter for us. Within 100 years that of all Europe has fallen from 34 per 1,000 living to about 20, and that of England to 18.5. The death rate of the English army has been reduced by more than one-half within the century. In the strict census-taking period the mortality of English males has been reduced 2.88 per cent., and of females 7.62 per cent. This adds about one and a half years to the average life of males and three to that of females. Or, according to Dr. Ogle, a million males will live 1,439,139 additional years, and a million females 2,977,584 years. Each year there is thus placed to the credit of each average million of the new-born a life surplus of of about 2 000,000 years. Has the community, then, no debt of gratitude to the medical profession? If we take the debit and credit of each disease, we get the following table. Annual *deaths per million living in two decennia* :—

Cause of death.	1851-70.	1871-80.
Small-pox	163	236
Measles	440	378
Scarlet fever	972	716
Diptheria	185	121
Whooping cough	527	512
Fever	885	484
Diarrhœal diseases	1076	935
Cancer	387	473
Phthisis	2475	2116
Hydrocephalus	347	317
Other tubercular diseases	437	445
Diseases of the nervous system	2785	2770
Diseases of the circulatory system and dropsy	1349	1477
Diseases of the respiratory system	3364	3760
Diseases of the digestive system	981	978
Diseases of the urinary system	298	392
Puerperal fever, childbirth	165	167
Violence	765	733
All other and unstated causes	4815	4262
All causes	22,416	21,272

THE population of the United States in 1870 was 38,567617; in 1880 it was 50,155,783. The next census is expected to show a population of nearly 65,000,000.

LI HUNG-CHANG, according to the *Shih Pao*, seems to be full of vigour and as fond of horseback riding as in his younger days. His recent stay in the capital was crowded with different important affairs of the State. He accompanied the Imperial Family from their pilgrimage to the Eastern Mausolea as far as Tungchow, where a steam-launch was waiting to convey him and his suite back to Tientsin.

ARTHUR Bobbitt of Fulham, aged 20, the coming champion of England has challenged the world at 11 stone for £500 a side. Bobbitt stands 5ft. 9in. and measures 39 in. round the chest. When full grown and filled out he will probably fight at twelve and a half stone. Bobbitt's record is good so far, the only battle in which he did not knock his man out being the fight with Alec. Roberts at Lambeth last year, when the pair fought to a standstill, with Bobbitt the fresher of the two at the end of a desperate struggle lasting three hours and fifty-five minutes. Boobitt is to meet "Toff" Wall in the coming winter, when the final battle for the middle-weight Championship of England will be decided. Bob. Pettit—Bobbitt's backer—confidently expects him to knock out Sullivan next year.

THE following is the business set down for Friday's meeting of the Legislative Council :—

1. Financial Minutes.
2. Report of the Finance Committee (No. 8-90)
3. Second reading of the Bill entitled "An Ordinance to repeal Ordinance No. 32 of 1889 and amend Ordinance No. 14 of 1862, entitled an Ordinance for granting Patents for Inventions within this Colony."
4. Second reading of the Bill entitled "An Ordinance to amend the Law with reference to the Falsification of Accounts."
5. Third Reading of the Bill entitled "An Ordinance to amend 'The Hongkong Code of Civil Procedure.'"
6. Committee on "The Magistrates' Bill."

As a testimony to the effect of reductions in railway fares in increasing traffic, figures concerning railroads in Hungary are quoted by the *Railway Times* of London. On 1st August last reductions ranging from 20 to 75 per cent. were made in pursuance of a "Zone system." These were followed by an immense increase in volume of the passenger traffic. In August, 1889, the traffic was three times greater than in August, 1888, and in five months of 1889, when a total of 5,548,000 passengers were carried, the traffic was more than double that in the whole of the year 1888 or 1887, although general trade was depressed by a bad harvest. The returns for 1887 were 5,528,000 passengers; for 1888, 5,381,000; for 1889-9,079,000. The remarkable feature of the zone system is that the enormous reduction in the fares caused a great increase in the receipts. The receipts of 1887 exceeded those of 1888 by 904,200 florins, and it is estimated that the excess of 1890 over 1888 will be 2,000,000 florins.

THE correspondent who, on the strength of being an eye-witness on both occasions, directed attention, in our last night's issue, to an alleged want of courtesy shown to the Turkish Admiral Osman Pasha, on the part of the Government when he officially landed at Murray Wharf, must suffer from a remarkable obliquity of vision. We are credibly informed that the arrangements on that occasion were exactly the same as when Admiral Besnard landed on Monday. Chairs were sent down from Government House to meet both Admirals, with the Administrator's aide-de-camp in attendance. Admiral Besnard availed himself of the chair, whilst Admiral Osman Pasha preferred to walk to Government House in company with Lieut. Thorburn. The Consul for France met the French Admiral at the wharf, and there was no Turkish consular representative to do like honor to Osman Pasha; but that, of course, had nothing to do with the Government. We are always glad to receive items of news from outside sources, but have a right to expect from correspondents who make definite assertions some near approach to accuracy. What an "Eye-witness" could have been about when he failed to see the guard of honour and to hear the customary salutes fired when the Turkish Admiral landed, is certainly somewhat puzzling.

IT will probably astonish many of our readers to learn that bigamy is regarded as a serious crime in China. In the *Peking Gazette* of April 14th, Li Hung-chang, Viceroy of Chihli, reports the result of an enquiry into the case of Chang Hau, a Secretary 'by purchase' in the Board of War, who was denounced and brought to trial at the instance of the Prefect of Yung Ping Fu under the following circumstance:—In 18°1 the accused was living at Ch'ien An, his native place, on leave of absence, when his wife fell sick and he conceived the idea of marrying again. Hearing that a certain Tung Wang-ch'ing had an unmarried daughter, he got a friend of his named Yen-Te-ch'eng to act as go-between, and induced him by a bribe to represent that he, Chang Han, was a widower. The father, believing this statement, accepted Chang Han's proposal, the usual betrothal presents were sent, and the girl went to live at his house, but there were no formal marriage or other documents drawn up. For his services in the matter Yen Te-ch'eng received Tls. 100. As soon as the girl discovered the fraud that had been practised she was naturally very indignant, and frequent quarrels occurred between the pair, till one day Chang Han lost his temper, and belaboured her over the back with a stick, proceeding next to scald her feet with boiling water. In consequence of this she communicated privately with her father, who came and took her away. Chang Han having made several unsuccessful attempts to get her back, finally determined to carry her off by force. For this purpose he hired a cart and a number of men, and having loaded the cart with a quantity of swords and other weapons the band proceeded to the district city where they put up with Yen Te-ch'eng in one of the inns. As soon as the District Magistrate heard of this he caused Chang Han and Yen Te-ch'eng to be arrested, whilst at the same time Tung Wan-ch'ing brought his daughter to the Yamên and laid a formal complaint. The parties were eventually released on bail, when Chang Han, being afraid of the consequences of his proceedings, took the opportunity to abscond. Just before this time there occurred the funeral of her late Majesty the Empress-Dowager, when the Magistrate was called upon to provide the men and horses required. Chang Han, not having been invited to co-operate in the matter, had proceeded to the Magistrate's Yamên, where he asserted that an excessive number of men and horses were being requisitioned, and told the district headman that they need not supply them. This accusation he subsequently repeated before the Prefect. The above facts having been duly reported by the district authorities, orders were given for Chang Han's arrest, and he finally gave himself up in May, 1888. Under the statute relating to attempts at coercing the authorities, he has been sentenced to receive 100 blows with the bamboo, and to be banished for three years to a military station, the fact of his voluntary surrender on the one hand, and on the other that he held on official position, having been duly taken into consideration.

THE Baroness Burdett-Coutts and her comparatively juvenile hubby lately celebrated the ninth anniversary of their wedding. One of the guests, by way of congratulating the host, reminded him that the Iron Duke was once a suitor for the hand of the Baroness. Whereupon another guest, intending to be complimentary, playfully said—"Bartlett was not born then."

CHUN TAK is a pretty knowing individual who had a firm opinion that in Hongkong there are lots of "softs;" so he sauntered out two days ago with an accomplice, taking a few gold (?) nuggets "valued at fully fifty dollars each" which he desired to "give away" to the public for a couple of dollars each! Having made a considerable fortune on the Californian gold-fields he could well afford to be liberal and act upon the principle of "live and let live." While passing through Wanchai he stumbled across a decent-looking woman, who said she would have bought a nugget if she had possessed the necessary shekels, whereupon the nugget philanthropist suggested that she should take off her jacket and bangles and give them to him in exchange. She did so, with the issue that her husband, who soon found the nugget was a "sell," threatened to knock spots out of his better half if she failed to get back the clothing and bangles within two days. Her ladyship therefore went out in quest of the gold miner, found him near the Clock Tower, froze on to him and got him locked up; with the result that he will spend the next six months in H. M.'s hotel, where he can try his hand on picking oakum and all sorts of industrial usefulness.

LONDON *Industries* points out that "one of the most remarkable features of the recent history of British merchant shipping" is the extent to which Great Britain "has obtained the command of the ocean passenger trade. In 1853 the number and tonnage of ships that cleared, under the Passengers Acts, to ports out of Europe are compared below with the number and tonnage at subsequent dates :—

Years.	British ships. No.	British ships. Tonnage.	Foreign ships. No.	Foreign ships. Tonnage.
1853.....	524	354,000	460	479,000
1860.....	210	256,000	184	249,000
1870.....	539	877,000	18	27,000
1880.....	704	1,551,000	35	69,000
1885.....	620	1,603 000	13	26,000

"Up to the year 1863 the ships of foreign countries, mainly of the United States, carried more passengers to that country from the United Kingdom than did the ships of our own country, the proportions in 1853 being 182,000 passengers in American and only 35,000 in British ships. But between 1863 and 1873 the transition from American to British ships has been complete, and in the latter year only 970 passengers crossed the Atlantic in ships belonging to the United States, as compared with 223,000 that crossed in ships flying the British flag."

CHINA AND SPAIN.

It is just one year since the Spanish Government refused China's request for permission to establish consulates in Manila, and at other points in the Spanish colonies in the Pacific, and a correspondent has now written us asking "whether the late cruise of the Chinese Peiyang squadron, with Admirals Lang and Ting, had anything to do with the aforesaid strange refusal of the Spanish Government?" We cannot speak positively upon this subject, but consider that our correspondent's supposition has been evolved from something more noteworthy than mere speculation. Nevertheless we are reluctant to believe that the advisers of the Chinese Government can have been so silly as to imagine that a Celestial naval demonstration in the waters of Spanish possessions in the Pacific will overawe either the home or colonial authorities of the Spanish Empire; or that such demonstration would tend towards a speedy solution of knotty questions which may unhappily have arisen since China's demands met with such a stern refusal. But, of course, it was just as well to let the Spaniards see that China has a very decent fleet and one worthy of all all the powder and shot that the doughty warriors of Spain could afford to spare in a naval engagement; if only in the hope of their capture as useful additions to the Spanish Pacific squadron. If we are not greatly mistaken China will shortly require her navy in the north; and her naval and military authorities' time would be better employed in devising "ways and means" for the construction of strategic railways to the Russo-Manchurian frontiers (North-and North-east); in the centralization of power in Peking; and in hourly watching her restless northern neighbour—Russia; than in cruising, demonstrating or blustering in Spanish or other southern waters, and squabbling over the establishment of so-called consulates in Manila or the Carolines. China's callousness respecting her most vital interests is very marked and fool-hardy in view of the grim perseverance of her northern enemy, whose avowed object in pushing on the completion of the Trans-Siberian railway is necessary (?) preparedness for possible military contingencies in Eastern Asia, and to assist Russian generals in rushing their batallions to the front, as Baron Korff and General Ignatieff (Governors-General of Siberia) have repeatedly stated in their despatches to, and deliberations with, the Tsar's Council of State. When Russia's great railroad is finished in 1891; how many tens of miles of strategic railway will there be in China? This is a question which concerns England as well as China in view of the fact that Russia, Japan and America are acting in unison respecting the Corean peninsula, where English and Russian political rivalries are brought into close contact and where, also, China's claims to paramount influence are being driven to the wall by the combined influence and intrigues of the three above-named nations.

DYER OR LIAR?

Our latest illustrious visitor, Mr. A. S. Dyer, the moral party who came here from India a few months ago on his way to Peking, where he and an accomplice—Mr. W. E. Robbins, have been preparing to attack the Chinese Government on its opium policy, *boasts that he is the "best-hated man in India."* We don't wonder at it. His career in India and his progress in the Far East have been marked by the most forcible castigations of himself and his mission by the entire Press. And if any excuse were needed for denominating this fanatic's writings and speeches as "the crackling of thorns under a pot"—the lying perversions of a shrieking madman, we would point to the subjoined issue of blasphemous twaddle, headed "The Hongkong Inferno," and published in *The Christian*, a publication which claims to be "a weekly record of Christian life, Christian testimony, Christian work, Evangelistic effort, and Missionary enterprise." It is principally devoted to appeals from parties who desire (D.V.) to sow the good seed at so much a bushel, the remainder of the contents consisting of advertised cures for bunions, and intimations that an illuminated "Pilgrim's Progress" will be exchanged for a Christian mangle. Mr. Dyer holds forth thus :—

As an Englishman who reads the Bible with care, and who believes in the applicability of its standards to both national and individual life, permit me to utter an emphatic dissent from the closing words of a report by the Governor of Hongkong, dated October 31st, of last year, on the condition of that British possession. The report is addressed to Lord Knutsford, as Secretary of State for the Colonies; and is of interest, outside of official circles, to British Christians, because Hongkong is one of the gateways through which British missionary enterprise (as well as British commerce) enters China. Governor Sir C. W. des Vœux says:—"It may be doubted whether the evidences of material and moral achievement, presented as it were (in Hongkong) in a focus, make anywhere a more forcible appeal to the eye and imagination, and whether any other spot on the earth is thus more likely to excite, or more fully justifies, pride in the name of Englishman."

The extraordinary conclusion of Governor des Vœux cannot be shared either within or without the colony by persons who understand English words in their pure, honest, biblical sense. I doubt if the moral depravity of Hong Kong is exceeded, if it is equalled, by that of any other British possession on the face of the globe.

A Christian missionary once said publicly in Hong Kong that, if he thought the introduction of Christianity into China would lead to such a state of things as he saw in that colony, he would immediately give up his work. It is not urging anything in condonation of the blackness of heathenism in China to remark that its morality is higher than that of what the Chinese regard as Christian rule, as exemplified in Hong Kong. The Chinese Government revolts from licensing impurity, as it revolted from legalising the iniquitous opium traffic until forced to do so by British arms. By a strange infatuation, British authority in Hongkong, not content with licensing immorality for English soldiers and sailors, is licensing it for the Chinese inhabitants of the colony, thus sinking to a lower level than the heathen around them. This is one of the "moral achievements" which are to excite "pride in the name of Englishman."

The Acting Registrar-General is the present head, under the Governor, of the Department of Licensed Infamy. A few days since he informed my missionary friend, Mr. W. E. Robbins, of Bombay, in my presence, that, as the universal official pandeier to lust, he registers Japanese, European, and American women and girls, equally with Chinese. Japan has learnt from Britain, as one of the characteristics of our civilisation, the science of licensing sin; and increasing numbers of Japanese women, some having borne the Government licence there, transfer themselves, or are shipped by others, to Hongkong and Singapore. Recently a consignment arrived at Ceylon; but, happily for that island, the authorities at once shipped them back again. The Acting Registrar-General at Hong Kong says that the Government possesses the power to banish any person; but it is not exercised against women who come from other lands to aid in corrupting the colony under a permit from his department. The European women are principally Hungarian, who, it is well known to the Acting Registrar-General, and the police, are largely brought to Hong-Kong under false pretences.

Such is the universal corruption of this officially beluded place that no Englishman, no European, or American, who is not a member of one of the small Christian churches, is expected to lead other than a life of gross vice. It is chastity and not sin that is boycotted in Hongkong society. In the vast majority of cases it were infinitely better for parents in Great Britain to bury their sons than to send them to commercial or official life in Hongkong, unless they are well-established Christians; and to bury their daughters than to allow them to become (e. ally (what they cannot become morally) the wives of men who are engaged there in such pursuits. The young women who go out thus from pure homes almost invariably learn secrets from their maid-servants or others, soon following their arrival, which blast all the after-course of their lives.

Is it nothing to British Christians that such a Sodom under British rule exists in close contiguity to China and Japan, where so much of the consecrated energy of the Church of Christ is engaged in planting the white banner of the Cross? It is something to British Christians. They cannot prevent private immorality in distant possessions, but they can insist that in no spot under the British flag shall the reputation of Great Britain and the name of Englishman under the reign of Victoria be soiled by the prostitution of authority in the licensing of sin. It is something to British Christians that at this gateway to China and high road to Japan, British Government mocks at the Bible, and calls evil good and good evil.

The devil's emissaries, official and unofficial, will probably attempt to drown the indignant voice of the Christian churches at home, by shouting professions of philanthropy. Among the excuses for this sin against God and humanity will, perhaps, be an alleged desire and design to protect women and girls, as though any work of philanthropy ever required the cold-blooded and persistent violation of the Divine law. I will leave it to every honest man and woman to judge of the depth of the philanthropic professions of the makers and upholders of a law which professes to save with one hand whilst it damns with the other. Beneath the white glove there is the flesh of a leper.

Yours for the salvation of the perishing,
ALFRED S. DYER.

Shanghai, 11th February.

A TRIBUTE TO SIR HENRY KEPPEL.

In a series of letters addressed to naval celebrities in the *Naval and Military Argus* is one addressed to Admiral of the Fleet, the Hon. Sir Henry Keppel, G.C.B., in which the writer says :—

There are probably a good many persons both in and out of the Naval Service who are not aware that the ancestor of such a patriotic Englishman as yourself was a Dutchman who owed his rise, his prosperity, his peerage, to the favour of William III. Keppel is credited with having had a sweet and obliging disposition, winning manners, a quick though not profound understanding, courage, loyalty, and secrecy. Keppel soon became, unlike his countryman (Bentinck, created Duke of Portland), a general favourite in the land of his adoption. The "Van" was very quickly dropped, and since then there have been no more loyal, and patriotic men, no more gallant individuals, than the many Keppels who have served their country in every department of the State. Like all brave and true-hearted men, modesty has ever been one of your leading characteristics. You have not been constantly asserting your services or blowing your own trumpet. Mayhap there has been all the more reason for that, since your services are wonderful in their ubiquity and their multifarious usness. Nearly fifty years ago you were in the first China war, and were present at the capture of Woosung and the operations in the Yangtse-Kiang. Subsequently you were employed suppressing piracy on the coast of Borneo. In 1850 you returned to England, having circumnavigated the globe. Later on you were Captain of the *St. Jean d'Acre* in the Baltic during the Russian war, and were present at the capture of Kertch. The following year you commanded the Naval Brigade and landed in the Crimea in 1857; Come

m dore of the *Raleigh* in China, which vessel was totally lost by striking on an unknown rock. You were second in command, and led the boat attack at the destruction of the Chinese war flotilla in Fatshan Creek, 1st June, 1857, where your galley was sunk under you, and five out of the crew of six were killed or wounded. You eventually ended up your active naval career by filling worthily, and to the credit of the service, the post of Commander-in-Chief at Devonport. Honours and rewards you have had, Sir, in abundance but in your case I can safely assert, what I am frequently debarred from doing, that they have been thoroughly well-earned and richly deserved. You never required any incentive, any prospective adornment, to cause you to do your duty Throughout your career in the service you have constantly shown that you cared less for praise than for the satisfaction of knowing that you had done your duty. I wish with all my powers, and all my energy to press home the fact that the honours you possess derive more lustre from, than they bring to you. An old sea-dog like yourself possibly cares little about the opinion of others, but I can assure you that you possess the admiration and esteem of every man in the naval service whose opinions are worth having, and they sincerely trust that you may long prove a notable exception to the Psalmist's gloomy prophecy about the "labour and sorrow" incidental to the bearer of the weight of over four score years. When the fiat does go forth, and the signal is hoisted for you to join the great majority, you can take that step imbued with the feeling that you have consistently through life done your duty, and never been guilty of a mean, dirty, or ungentlemanly action; in fact, *sans peur et sans reproche.*

WOMEN ON HORSEBACK.

A lady writes to a London contemporary:—

First, let me say I do not advocate cross-riding for women because it is more "mannish," far from it. A masculine woman is my abhorrence, but I cannot see why women may not enjoy the same sports as men, if they can do so with equal safety.

Why are English women so well developed, so clear-complexioned, so vigorous, in every way capable of enduring fatigue? Our great grand-mothers were not so. For one simple reason—the female sex now enjoys every kind of exercise. Women in the last 25 years have ceased to be looked upon as fragile household dolls. Open air and exercise have transformed the poor hysterical, headachy, fancy-work young woman into a thoroughly healthy and vigorous one, capable of taking part in the games and exercises of her brothers to the benefit of her own health.

Is she "fast or mannish" in consequence? Certainly not. Some irate old gentleman evidently thinks she is, however, for writing to a paper the other day he said that if he found one of his daughters riding astride he would turn her out of his house on a moment's notice.

Riding is one of the most health-giving exercises, and is attended with very great pleasure but, as women now ride, with a very great amount of risk. Men in all ages and all climes have ridden in the same position they use to-day, simply because it is practical. Women, on the other hand, have tried crossways, sideways, pillion, and a chair. Probably their only reason for discarding the first—four centuries ago—was the fact that a side-saddle allowed of more gorgeous apparel; and, as they did not ride "hard," appearances were a great consideration.

Should a woman risk her life for the sake of appearance or conventionality? To my mind, certainly not. I cannot myself see why a well-dressed woman does not look quite as well crossways as sideways. A divided skirt, two short habits in fact, is very becoming. With this no woman can be hung up by her skirt to the pommel, a position often ending in a terrible death. With a man's saddle horses are saved sore backs, unfortunately frequently given by indifferent riders on side-saddles.

A woman's weight when riding *à califourchon* is equally balanced, and her own back thereby saved a continuous strain. As soon as the old side-saddle is abandoned girls will no longer require to ride on the off or near side, as they now so frequently do to prevent their growing crooked. Why should they grow crooked unless the side-saddle forced them into an unnatural position?

I have ridden all my life (on a side-saddle) and have travelled some hundred miles "as a man," and all I can say is I found the latter most comfortable and far less tiring. A cross-saddle never caused me any inconvenience. Some writers have suggested that a woman could never attain a proper "grip." A grip is acquired by practice, and there is no reason whatever why a woman should not acquire the power just as well as a man, if she has practice, or begins at an early age. Few men or women attain a really good seat unless they learn to ride early in life.

Why are there so many more bad riders among women than there are among men, if it is it not for the difficulty of gaining a square seat on a side-saddle? An old Norman chronicler describing a vision of purgatory writes, that among the sufferers he saw a crowd of women . . . mounted on horsebacks, riding in female fashion on women's saddles.

He was quite right; side-saddles for really hard riding are instruments of torture. Native women in Japan, Iceland, Sandwich Islands, and Albania have more sense than Mrs. Grundy allows the women of England to enjoy, for these natives travel long distances, and they all ride man fashion.

In the British Museum can be seen a curious old manuscript by Decretals, in which are depicted numerous representations of women riding astride. In these pictures the saddles used by both sexes are exactly the same. There is no reason why the saddles used by both sexes in the present day should not be exactly the same either. Then women would be able to ride all kinds of horses, which, with the present mode, they cannot in comfort. On a side-saddle an excessively long trot, or a very high-stepping horse, causes a continuous jar. If women all rode crossways, we should no longer hear the cry of the difficulty of procuring a horse "fit for a lady." The only horse that is really fit for a lady at the present day is a perfect animal. It should be absolutely sure-footed and it should also have perfect paces, or the woman's back will suffer sooner or later from the awkwardness of her position. Turkish and Egyptian women get over the difficulty of saddles by combining the two kinds. They cover a cross-saddle completely with pillows, and mount themselves on top of the cushions. I don't fancy English women would care to ride in this fashion.

All the English women who have really ridden any distance astride, strongly advocate that mode. Surely their practical experience is far preferable to volumes of theory. Cross-riding should be tried by all women before being condemned by conventionality.

HOW PILLS ARE MADE.

THE Custom of taking medicine in the form of pills dates far back in history. The object is to enable us to swallow easily in a condensed form disagreeable and nauseous, but very useful, drugs. To what vast dimensions pill-taking has grown may be imagined when we say that in England alone about 2,000,000,000 (two thousand million) pills are consumed every year. In early days pills were made slowly by hand, as the demand was comparatively small. To-day they are produced with infinitely greater rapidity by machines especially contrived for the purpose, and with greater accuracy, too, in the proportions of the various ingredients employed.

No form of medication can be better than a pill, provided only it is intelligently prepared. But right here occurs the difficulty. Easy as it may seem to make a pill, or a million of them, there are really very few pills that can be honestly commended for popular use. Most of them either undershoot or overshoot the mark. As everybody takes pills of some kind, it may be well to mention what a good, safe, and reliable pill should be. Now, when one feels dull and sleepy, and has more or less pain in the head, sides, and back, he may be sure his bowels are constipated, and his liver sluggish. To remedy this unhappy state of things there is nothing like a good cathartic pill. It will act like a charm by stimulating the liver into doing its duty, and ridding the digestive organs of the accumulated poisonous matter.

But the good pill does not gripe and pain us, neither does it make us sick and miserable for a few hours or a whole day. It acts on the entire glandular system at the same time, else the after-effects of the pill will be worse than the disease itself. The griping caused by most pills is the result of irritating drugs which they contain. Such pills are harmful, and should never be used. They sometimes even produce hemorrhoids. Without having any particular desire to praise one pill above another, we may, nevertheless, name Mother Seigel's Pills, manufactured by the well-known house of A J. White, Limited, 35, Farringdon Road, London, and now sold by all chemists and medicine vendors, as the only one we know of that actually possesses every desirable quality. They remove the pressure upon the brain, correct the liver, and cause the bowels to act with ease and regularity. They never gripe or produce the slightest sickness of the stomach, or any other unpleasant feeling or symptom. Neither do they induce further constipation, as nearly all other pills do. As a further and crowning merit, Mother Seigel's Pills are covered with a tasteless and harmless coating, which causes them to resemble pearls, thus rendering them as pleasant to the palate as they are effective in curing disease. If you have a severe cold and are threatened with a fever, with pains in the head, back, and limbs, one or two doses will break up the cold and prevent the fever. A coated tongue, with a brackish taste in the mouth, is caused by foul matter in the stomach. A dose of Seigel's Pills will effect a speedy cure. Often-times partially decayed food in the stomach and bowels produces sickness, nausea, &c. Cleanse the bowels with a dose of these pills, and good health will follow.

Unlike many kinds of pills, they do not make you feel worse before you are better. They are, without doubt, the best family physic ever discovered. They remove all obstructions to the natural functions in either sex without any unpleasant effects.—[*Advt.*

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

UNDER the Patronage of H.E. the Officer Administering the Government, H.E. the Major-General Commanding the Troops, and the Officers of the Garrison.

THE
"MILITARY MUMMERS"
will give a
DRAMATIC ENTERTAINMENT
(the last of the Season)
in Aid of the Funds of the Soldiers' and Sailors' Institute,
ON
SATURDAY,
the 17th May, 1890,
consisting of H. J. BYRON'S Farcical Comedy
"U N C L E,"
preceded by the laughable Farce
"CHISELLING."

PRICES OF ADMISSION:—
Dress Circle$2.00
Stalls 1.00
Back Seats..... 0.50

Box Plan can be seen at and Tickets obtained from KELLY & WALSH.

Soldiers and Sailors in Uniform half-price to Stalls and Back Seats.

—Doors open at 8. 0, to commence at 9 p.m.
Hongkong, 14th May, 1890. [759

TO LET.

THE HOUSE No. 1, Magdalen Terrace, Magazine Gap, lately in occupation of Mr. LIND. Rent $100 a month.
Apply to
JOHN J FRANCIS.
Hongkong, 14th May, 1890. [760

SINGAPORE INSURANCE COMPANY, LIMITED.

DIVIDEND WARRANTS for the Dividend declared at the Meeting held in Singapore on the 26th April last, are now ready for delivery. Hongkong Shareholders please apply to the Undersigned for same.
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th May, 1890. [761

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA,"
J. E. Williams, Commander, will be despatched as above on FRIDAY, the 30th instant, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th May, 1890. [762

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong 24th June 1881. [738

Intimations

HONGKONG TRADING CO., LTD.

LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

1890. SUMMER SEASON, 1890.

TAILORING DEPARTMENT.

WE are now showing a large and varied assortment of HIGH CLASS MATERIALS for Gentlemen's Summer Wear, comprising:—

Fine Undyed Angola Tweeds,
Fancy Striped Washing Cashmeres,
Striped and Checked Flannels,
Twill Cashmere Coatings (a speciality),
Tennis Flannels in all colors,
White and Navy Blue Serges,
Cricketing Flannels, &c., &c.

OUTFITTING DEPARTMENT.

Sun Helmets, newest Shapes,
Straw Hats, Terai Hats,
Leghorn Hats, Canvas Shoes,
Russia Leather Shoes,
Lisle Thread and Silk Hosiery,
Bath Towels,
Bathing Drawers, &c., and every requisite for Gentlemen.

1890. SUMMER SEASON. 1890.

HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ C. Co., Ld.)
Hongkong, 10th May, 1890 [35

Masonic.

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 9th May, 1890. [743

ZETLAND LODGE,
No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY NEXT, the 20th instant, at 5 for 5.30 P.M precisely. Visiting Brethren are cordially invited.
Hongkong, 13th May, 1890 [757

Consignees.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship
"KAISOW"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, West Point, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned, before NOON, on the 19th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 19th inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m., TO-DAY, the 13th inst.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 13th May, 1890. [753

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of CARGO per Steamship "JAPAN" are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 18th inst., will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 19th inst.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 12th May, 1890. [748

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY,

NOTICE.

CONSIGNEES of CARGO per Steamship "OCEANIC" The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.
Hongkong, 8th May, 1890. [2

Intimations.

CAPTAIN GEORGE TAYLOR,

INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address:
POWERS,
Nagasaki.
Hongkong, 8th April, 1890. [571

THE EAST BORNEO PLANTING COMPANY, LIMITED.

NOTICE is hereby given to Holders of Shares in the above Company on which CALLS are still unpaid, that unless said Calls with Interest at the rate of 12 % per annum from the due dates are paid on or before the 15th day of May next, at the Company's Offices, 6, Ice House Lane, the Shares in respect of which such calls were made will be liable to be forfeited, and under the provisions of Article X. Subsection VIII. of the Articles of Association, the Board will pass the necessary resolutions for the forfeiture of the said Shares.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th April, 1890. [685

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAIWANFOO.

THE Company's Steamship
"THALES,"
Captain Hunter, will be despatched for the above Ports, TO-MORROW, the 15th instant, at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 13th May, 1890. [753

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Steamship
"OOPACK,"
Chs. H. Kemp, Commander, will be despatched for the above Port, on or about the 15th inst.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 1st May, 1890. [705

MOGUL STEAMSHIP COMPANY, LD.

FOR KOBE AND YOKOHAMA.

THE Steamship
"AFGHAN,"
Captain Golding, will be despatched for the above Ports, on FRIDAY, the 16th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 9th May, 1890. [739

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"JAPAN,"
Captain T. S. Gardner, will be despatched for the above Ports, on SATURDAY, the 17th instant, at NOON.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 12th May, 1890. [749

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship
"GENERAL WERDER,"
Captain M. Eichel, will leave for the above Ports, on or about the 17th instant.

For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th May, 1890. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship
"NECKAR,"
Captain H. Supmer, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th May, 1890. [4

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"VERONA"
Captain C. F. Preston, R.N.R., will leave for the above places, at DAYLIGHT, on SATURDAY, the 17th inst.

E. L. WOODIN,
Superintendent.
Hongkong, 1st May, 1890. [2

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship
"PEMBROKESHIRE,"
Captain Dancaster, will be despatched for the above Ports, on SUNDAY, the 18th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 12th May, 1890. [747

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the above Ports, on MONDAY, the 26th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 13th May, 1890. [756

Shipping.

STEAMERS.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, and BOMBAY, having connexion with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, TRIESTE, VENICE, and FIUME.

THE Company's Steamship
"THISBE,"
Captain E. Perini, will be despatched as above, on SUNDAY, the 18th instant, at DAYLIGHT, taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th May, 1890. [720

STEAM TO STRAITS AND BOMBAY,
(Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship
"THIBET"
will leave for the above places, on FRIDAY, the 23rd inst., at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 13th May, 1890 [755

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. British Ship
"PATAGONIA,"
Hibbert, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 5th April, 1890. [552

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship
"WILLIAM H. MACY,"
Anfsbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 12th March, 1890. [415

FOR NEW YORK.

THE 3/3 L. I. I. British Ship
"JOSEPH H. SCAMMELL,"
Bolt, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.
Hongkong, 24th March, 1890. [474

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"PARTHIA"
3,127 Tons Register, Captain Wallace, will be despatched for VANCOUVER, B.C., *via* NAGASAKI, INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 15th May, at NOON.

To be followed by the S.S. "BATAVIA" on the 12th June and S.S. "ABYSSINIA" on the 3rd July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$210.00
To Montreal, New York, &c..... 290.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 14th May.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 26th April 1890. [14

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 4th day of June, 1890, at 4 P.M., the Company's Steamship "NECKAR," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 3rd June, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th May, 1890. [4

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "THAMES," Captain W. A. Seaton, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY & SUEZ CANAL, on THURSDAY, the 15th May, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Blank Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 30th April 1890 [3

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"OCEANIC"
will be despatched for San Francisco, *viâ* Kobe and Yokohama, on THURSDAY, the 22nd May, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco

For further Information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent
Hongkong, 13th May 1890. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 3rd June, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further Information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 12th May, 1890. [2

Commercial.

TO-DAY.

THE SHARE MARKET.

5 o'clock.

China Sugars have suddenly dropped from 213 to as low as 205, shares having changed hands at the latter rate and also at 206. No special reason alleged for this latest astonisher. Both Banks and Docks are a trifle firmer, with buyers at their respective quotations. Business is said to have been done in Punjoms at 9½, and additional shares are wanted. There is also a demand for Land Investments at 93. Selamas have been placed at 4, but shares are still obtainable at that rate. There are no other changes to report.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—199½ per cent. premium, buyers.
Union Insurance Society of Canton—$100 per share, sellers.
China Traders' Insurance Company—$70 per share, sellers.
North China Insurance—Tls. 355 per share, buyers.
Canton Insurance Company, Limited—$122½ per share, sellers.
Yangtsze Insurance Association—Tls. 96 per share.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$370 per share, sellers.
China Fire Insurance Company—$85 per share, sellers.
HongKong and Whampoa Dock Company—$54½ per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—$36 per share, buyers.
China and Manila Steam Ship Company—105 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Honekong Hotel Company—$190 per share, buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.
Douglas Steamship Company—$53 per share, sellers.
China Sugar Refining Company, Limited—$206 per share, sales and buyers.
Luzon Sugar Renning Company Limited—$84 per share, sellers.
Hongkong Ice Company—$98 per share, sellers.
Hongkong and China Bakery Company, Limited—$80 per share.
Hongkong Dairy Farm Co., Limited—$10 per share, sellers.
A. S. Watson & Co., Limited—$21 per share, buyers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent premium.
Hongkong Rope Manufacturing Company, Limited—$117 per share, buyers.
The Hongkong Steam Laundry Co., Ld.—$25 per share, nominal.
Puniom and Sunghie Dua Samantan Mining Co.—$9½ per share, buyers.
The Balmoral Gold Mining Co., Limited—$14 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—$73 per share, sellers.
Tonquin Coal Mining Co.—$400 per share, buyers.
The Hongkong High-Level Tramway Co., Limited—40 per cent. prem., sellers.
The East Borneo Planting Co., Limited—$20 per share, sellers.
The Songei Koyah Planting Co., Ld.—$20 per share, buyers.
Cruickshank & Co., Ld.—$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ld.—par., nominal.
The China-Borneo Co., Ld.—$25 per share, sellers.
The Hongkong Brick and Cement Co., Ld.—$18 per share, sellers.
The Green Island Cement Co. (Old issue)—$33 per share, sellers.
The Green Island Cement Co. (New issue)—$3 per share, nominal.
The Hongkong Land Investment Co., Ld.—$93 per share, buyers.
The Hongkong Electric Light Co., Ld.—$7 per share, nominal.
Geo. Fenwick & Co., Limited—$25 per share, buyers.
The West Point Buildings Co., Ld.—$40 per share, buyers.
The Peak Hotel and Trading Co., Ld.—$20 per share, sellers.
The Labuk Planting Co., Ld.—$17 per share, sellers
The Jelebu Mining and Trading Co., Ld.—$4½ per share, sellers.
The Selama Tin Mining Co., Ld.—$4 per share, sales and sellers.
The Shameen Hotel Co., Ld.—$5 per share, nominal.
The Kowloon Land Investment Co., Ld.—$15 per share, buyers.
The Hongkong Marina, Limited—par, nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/3⅞
Bank Bills, on demand 3/3⅞
Bank Bills, at 30 days' sight 3/4
Bank Bills, at 4 months' sight...3/4⅛
Credits at 4 months' sight 3/4⅛
Documentary Bills, at 4 months' sight 3/4⅛
ON PARIS.—
Bank Bills, on demand.....4.16
Creditz, at 4 months' sight.....4.25
ON INDIA, T. T.....224
On Demand.....224½
ON SHANGHAI.—
Bank, T. T.....72
Private, 30 days' sight 72⅛

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Caledonien*, with the French mail of 18th ultimo, left Singapore to-day at 8 a.m, and may be expected here on the 20th instant.

The Norddeutscher Lloyd Co.'s steamer *Bayern*, carrying the German mails of the 15th ultimo, left Singapore on the 11th instant at 8 a.m., and may be expected here on the 16th.

STEAMERS EXPECTED.

The steamer *Afghan*, from Liverpool, left Singapore on the afternoon of the 8th instant, and is due here on the 15th.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Thisbe*, from Trieste, left Singapore on the 9th instant, and is due here on the 16th.

The 'Shire' line steamer *Pembrokeshire*, from London, left Singapore on the 11th instant, and is due here on the 18th.

The Ocean Steamship Co.'s steamer *Dardanus*, from Liverpool, left Singapore on the 12th instant, and is due here on the 19th.

The P. & O. S. N. Co.'s extra steamer *Thibet*, left Bombay on the 2nd instant, and is due here on the 19th.

The P. & O. S. N. Co.'s extra steamer *Shanghai*, left London for this port *via* Bombay on the 3rd instant.

Shipping.

ARRIVALS.

DORSET, British steamer, 1,716, Daniels, 14th May,—Kutchinotzu 9th May, Coal and Sulphur.—Mitsui Bussan Kaisha.

TAISANG, British steamer, 1,505, W. H. Jackson, 14th May.—Shanghai 10th May, General.—Jardine, Matheson & Co.

NAMKIANG, British steamer, 980, T. Hamlin, 14th May,—Singapore 7th May, General.—Man Moh.

ARETHUSE, French steamer, 686, Aubert, 14th May,—Haiphong, *via* Pakhoi, and Hoihow 11th May, General.—Messageries Maritimes.

PRESTO, German steamer, 654, J. Jessen, 14th May,—Hoihow 13th May, General.—Siemssen & Co.

HAI-CHING, Chinese gunboat, 600, T. E. Wang, 14th May,—Taiwanfoo 12th May.

KWANGLEE, Chinese str., 1,508, R. L. Lincoln, 14th May,—Shanghai 11th May, General.—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Tailee, British steamer, for Newchwang.
Devawongse, British steamer, for Swatow, &c.

DEPARTURES.

May 13, *Ingraban*, German steamer, for Hancohe Bay.
May 13, *Swift*, British gun-vessel, for a cruise.
May 13, *Severn*, British cruiser, for Yokohama.
May 13, *Hyacinth*, British cruiser, for Shanghai.
May 14, *Kaisow*, British steamer, for Shanghai.
May 14, *Moray*, British steamer, for Saigon.
May 14, *Devawongse*, British steamer, for Singapore, &c.
May 14, *Osaka*, British bark, for Cebu.

PASSENGERS—ARRIVED.

Per *Dorset*, str., from Kutchinotzu.—Mrs. Daniels and child.
Per *Taisang*, str., from Shanghai.—53 Chinese.
Per *Namkiang*, str., from Singapore.—457 Chinese.
Per *Arethuse*, str., from Haiphong.—Mr. and Mrs. N. Reynaud and servant, and 7 Chinese. From Pakhoi.—Mr. Tsi-ching, and 2 Chinese. From Hoihow.—56 Chinese.

DEPARTED.

Per *Moray*, str., for Saigon.—12 Chinese.
Per *Devawongse*, str., for Swatow &c.—176 Chinese.

REPORTS.

The British steamship *Taisang* reports that she left Shanghai on the 10th instant. From Lammocks to port had strong north-east winds.

The British steamship *Dorset* reports that she left Kutchinotzu on the 9th instant. Had light variable northerly winds to Turnabout Island, where she met with thick fog, which lasted until near Breaker Point, ship compelled to slow down during that time. Moderate weather from Breaker Point to arrival, with smooth water all the passage.

Post Office.

MAIL WILL CLOSE

For Swatow, Amoy, and Taiwanfoo.—Per *Thales* to-morrow, the 15th instant, at 10.30 A.M.

For Nagasaki, Kobe, Yokohama, and Vancouver, B.C.—Per *Parthia* to-morrow, the 15th instant, at 10.30 A.M.

For Europe, &c., India, *via* Bombay.—Per *Thames* to-morrow, the 15th instant, at 11.00 A.M.

SHIPPING IN HONGKONG

STEAMERS.

ALBANY, British steamer, 1,489, E. Porter, 10th May,—Saigon 6th May, Rice and Paddy.—Adamson, Bell & Co.

ALWINE, German steamer, 400, A. Bendixen, 12th May,—Hoihow 11th May, General.—Wieler & Co.

AMOY, German steamer, 814, Th. Lehmann, 13th May,—Saigon 9th May, Rice.—Siemssen & Co.

APENRADE, German steamer, 1,475, J. Hohlmann, 27th April,—Bangkok 20th April, Rice.—Geo. R. Stevens & Co.

BUCEPHALUS, British steamer, 1,192, A. Forrester, 6th May,—Saigon 30th April, Rice.—Geo. R. Stevens & Co.

CHOW-CHOW-FOO, German steamer, 796, Clauden 1st May,—Swatow 30th April, General.—Melchers & Co.

CICERO, British steamer, 1,030, A. George, 10th May,—Saigon 6th May, Rice and Paddy.—Woo Kee & Co.

DON JUAN, Spanish steamer, 656, R. Beltran, 3rd May,—Manila 30th April, General.—Brandão & Co

EUPHRATES, British steamer, 1,209, J. Edwards, 7th May,—Saigon 3rd May, Rice and Paddy.—Russell & Co.

FAME, British steamer, 117, W. W. Allan—Hongkong Government tender.

FELBRIDGE, British steamer, 1,336, John Ruthen, 8th May,—Saigon 30th April, Rice,—Russell & Co.

GENERAL WERDER, German steamer, 1,820, M. Eichel, 6th May,—Yokohama 27th April, Kobe 30th, and Nagasaki 2nd May, Mails and General,—Melchers & Co.

GHAZEE, British steamer, 1,764, Scotland, 7th May,—Mozi 3rd May, Coal.—Arnhold, Karberg & Co.

GLENEARN, British steamer, 1,410, W. Murray, 13th May,—Saigon 9th May, Rice.—Jardine, Matheson & Co.

INDEPENDENT, German steamer, 871, W. J. Schafer, 1st May,—Bangkok 24th April, Rice.—Geo. R. Stevens & Co.

JAPAN, British steamer, 1,865, T. S. Gardner, 12th May,—Calcutta 24th April, Penang 1st May, and Singapore 6th, Opium and General.—D Sassoon Sons & Co.

JOHANN, German steame 427, H. Binge, 7th May,—Pakhoi 4th May, and Hoihow 6th, General.—Wieler & Co.

MIIE MARU, Japanese steamer, 2,080, F. J. Sommer, 11th May,—Saigon 7th May, Rice.—Geo. R. Stevens & Co.

MONGKUT, British steamer, 858, Geo. Anderson, 11th May.—Bangkok 2nd May, and Kohsi-chang 5th, General.—Yuen Fat Hong.

OCEANIC, British steamer, 3,808, W. M. Smith, 8th May,—San Francisco 15th April, and Yokohama 3rd May, Mails and General.—O. & O. S. S. Co.

PARTHIA, British steamer, 2,035, F. Wallace, 6th May,—Vancouver 11th April, Yokohama 27th, Kobe 30th, and Shanghai 4th May, Flour and General.—Adamson, Bell & Co.

PHU-QUOC, French steamer, 183, Vallin, 28th Sept.,—Touron 20th Sept., Coals.—Wing Tai & Co.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

STRATHLEVEN, British steamer, 1,588, Berwick, 12th May,—Saigon 8th May, Rice.—Adamson, Bell & Co.

TAILEE, German steamer, 828, J. Schnidt, 7th May,—Saigon 8th May, Rice.—A. G. Morris.

HONGKONG—STEAMERS.
Continued.

THALES, British steamer, 820, W. Y. Hunter, 11th May,—Taiwanfoo 7th May, Amoy 8th, and Swatow 10th, General.—D. Lapraik & Co.

THAMES, British steamer, 4,077, V. W. Hall, 13th May,—Shanghai 10th May, Mails and General.—P. & O. S. N. Co.

VERONA, British steamer, 1,876, C. F. Preston, 10th May,—Nagasaki 6th May, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.

ALICE MUIR, British bark, 480, Edward Yarnall, 8th May,—Albany, Australia 27th Feb., Sandalwood.—Arnhold, Karberg & Co.

ARNGUDA, British bark, 977, James A. Green, 3rd April,—Amoy 2nd April, Ballast.—Order.

C. C. CHAPMAN, American ship, 1,570, Hichborn, 27th April,—Singapore 1st April, Timber.—Tong Sang Wo.

DANIEL T. JENNEY, American ship, 1,620, Rodick, 28th March,—New York 4th Nov., Petroleum.—Order.

DARRA, British bark, 999, Edward Finlayson, 22nd April,—Singapore 2nd March, Timber.—Chinese.

EME, British bark, 774, Summers, 2nd March,—London 6th November, General.—Order.

JOSEPH H. SCAMMEL, British ship, 1,410, Bolt, 3rd May,—Shanghai 29th April, General.—Reuter, Brockelmann & Co.

GEORGIETTA, American bark, 430, F. Karsten, 13th May,—Singapore 12th April, Timber.—Order.

PATAGONIA, British bark, 1,199, Wm. Hibbert, 8th March,—New York 4th Nov., Kerosene Oil.—Russell & Co.

P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 3rd Feb.,—Hiogo 29th January, Coal.—Order.

SENATOR, British ship, 1,474, McKenzie, 8th May,—Cardiff 28th November, Coal.—Captain.

WARATAH, British bark, 202, W. Krause, 11th May,—Newchwang 28th April, Beans.—Mo Chong Wo.—At Whampoa.

WM. H. MACY, American ship, 2,092, J. A. Amsbury, 31st March,—Yokohama 20th March, Ballast.—Order.

Intimations.

THE TRUST AND LOAN COMPANY OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

CAPITAL SUBSCRIBED£1,000,000
RESERVE FUND£40,000

BOARD OF DIRECTORS:

WM. KESWICK (Messrs. Jardine, Matheson & Co.) Chairman.
ADOLF VON ANDRE (Messrs. André, Mendel & Co.)
EGBERT IVESON (Messrs. Iveson & Co.)
DAVID MCLEAN (Hongkong and Shanghai Banking Corporation)
S. WYLLYS POMEROY (Messrs. Russell & Co.)
F. D. SASSOON (late Messrs. David Sassoon, Sons & Co.)
H. D. STEWART (Messrs. Stewart, Thomson & Co.

HONGKONG COMMITTEE:

W. H. FORBES Messrs. Russell & Co.) Chairman.
Hon. J. J. KESWICK (Messrs. Jardine, Matheson & Co.
Hon. C. P. CHATER.

This Company is now prepared to make Loans or advances upon all kinds of Goods and upon approved Securities; and to transact the business provided for in the Memorandum of Association.

For information, terms of business, &c., apply to

DE WESTLEY LAYTON,
Secretary.
Victoria Buildings, Queen's Road.
Hongkong, 3rd May, 1890 [712

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given to Holders of Shares in the above Company bearing the following numbers:—

484, 511/520, 561/565, 571/580, 611/620
681/690, 771/785, 791/810, 961/990,
1021/1040, 1071/1080, 1111/1115,
1121/1135, 1186/1190, 1206/1210,
1225/1226 and 1229/1230,

on which the SECOND CALL of $50 per Share due 31st July, 1889, is still unpaid, that unless the said call, with Interest at the rate of 9 % per Annum, be paid to the Hongkong and Shanghai Banking Corporation, or the General Managers at the Co.'s Office, Nos. 50 and 52, Queen's Road Central, on or before the 17th May, 1890, the Shares will be liable to be forfeited.

MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 24th April, 1890. [620

CARBOLINEUM AVENARIUS,
(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to: Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmer's and Gardeners Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks. White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials of living authorities.

Sold in casks of about 450 lbs. net, Price 8 cents per lb.

For further particulars, apply to

SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.
Hongkong, 2nd December, 1889. [36

SCOTT'S EMULSION

OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OR ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS.

Agents for China and Hongkong:
Messrs. A. S. WATSON & Co. (LIMITED.)
Hongkong, 10th December, 1888

Intimations.

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th June, 1888 [12

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1885. [15

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong 20th May, 1888. [244

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME TABLE.

To table effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10 40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 30th April, 1890. [689

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.
OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED,
Hongkong 1st May 1889. 54

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS,
Kowloon.
Hongkong, 6th June, 1889. [26

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold.

Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. [709

To be Let.

TO BE LET,
Just below Peak Flagstaff.

BAHAR LODGE.—FURNISHED.

Apply to
HUGHES & EZRA.
Hongkong, 17th April, 1890. [632

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.
2ND FLOOR of HOUSE, No. 64, Queen's Road Central.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890. [469

TO LET.

FROM the 1st March, ROOMS suitable for OFFICES on the first floor of the PREMISES in Pedder's Street at present occupied by Caldbeck, MacGregor & Co.
Apply to
CRUICKSHANK & Co., Lt.
Hongkong, 20th February, 1890 [196

TO LET.

HOUSES Nos. 2 & 3, Cameron Villas, Peak. Gas laid on.
One spacious Five Roomed HOUSE at Mount Kellett, Peak. Gas laid on.
HOUSES Nos. 5 & 6, Des Vœux Villas, Mount Kellett, Peak. Gas laid on.
HOUSES Nos. 2, 17, 20, 22 & 23, Belilios Terrace, Robinson Road.
The BUNGALOW Delmar, on Kowloon Farm Lot 1, Yow-ma-ti, with large Garden and Tennis Ground.
Apply to
BELILIOS & Co.
Hongkong, 8th May, 1890. [735

TO LET,
Possession from 1st June next.

HOUSE No. 22, ELGIN TERRACE.
Apply to
J. SAMUEL,
No. 24, Elgin Terrace.
Hongkong, 7th May, 1890. [727

TO LET.

HOUSES Nos. 5 and 9, Upper Mosque Terrace. Possession 1st June. Gas and Water laid on.
Apply to
E. McLEOD,
Hongkong Hotel.
Hongkong, 7th May, 1890. [728

TO LET,
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